NEWS SUMMARY.

-A meeting of the conductors of railroads ptring in Philadelphia was held at the La ierre House yesterday afternoon, to take tion in reference to the national convenon to be held on the 5th and 6th proximo. r. J. H. West, president, occupied the chair, r. H. H. Nieman acting as secretary. A committee of reception, consisting of five embers from each company, was appointed; so, committees on music, amusements, finting, etc. The meeting resolved to make excursion on the 7th of October, after hich they adjourned.

-Between 10 and 11 o'clock on Saturday rening a difficulty arose at Sixth and Spruce reets, between two parties of white and plored men. The colored men fled down the reet, pursued by the whites who hurled a number of bricks after the fugitives. One the pursuers also drew a pistol and ured a of which struck a lad named George Fendel, alding No. 414 Federal street, who was assing, and inflicted upon him a slight ound

-Mr. Richard G. Harrison, for more than fty years a resident of Philadelphia, and ell known to the community as a bank note nd mezzotint engraver, died, after a lingerog illness, on Saturday morning last, aged eventy-eight years. His disease was ossilica-on of the heart. Mr. Harrison was born in ndon, and came to the United States with father, William Harrison, the first enever of bank notes in America, in the year

-About 3 o'clock yesterday afternoon, seph Johnson, aged thirty-five years, reling at Germantown road and Norris street, s drowned by the upsetting of a sail-boat the Delaware opposite Kensington. The dy was not recovered. Several others in

e boat were rescued. -M. E. Grand High Priest, Companion ichsel Nisbet, and the grand officers of the and H. R. A. Chapter of Pennsylvania, will ave to-morrow morning for Newtown, and nstitute Newtown Chapter, No. 229, at sio A. M. In the afternoon they go to istol, and constitute Bristol Chapter, No. 1, at 7'30 P. M.

—Early yesterday morning James Johnson, ed twenty-seven years, was passing Eighth d Marriott streets, when he was followed several men. They finally came up to him d knocked him down. He got up again, hen he was struck several times over the ad with black-jacks. Being felled insensie, his assailants, all of whom were strangers him, fled. Several persons who happened pass by, found him and took him to the

THE WAR.

LAST NIGHT'S DESPATSHES.

NEW WATERLOO-THE PARIS COUNCIL'S AD-DLESS TO THE FRENCH PEOPLE-THEY WILL FIGHT IT OUT TO THE LAST-PARIS MOST AND WILL BE SAVED.

Panis, Sept. 4 .- The council of Ministers is issued the following proclamation:

To the French People: A great misfortune s come upon the country. After three days heroic struggle sustained by the army of arshal McMahon against 300,000 of the onmy, 40,000 have been made prisoners. Gen-ral Wimpfen, who took command of the rmy in place of Marshal McMahon, badly ounded, has signed the capitulation. This cruel reverse will not shake our cour-

ge. Paris is to-day in a complete state of fence. The military forces of the country ill be organized in a few days. A new army ill be under the walls of Paris. Another my is forming on the banks of the Loire. our patriotism, your union, your energy will ave France. The Emperor has been made a isoner in the struggle. The government, in cord with public powers, will take all meas-res required by the gravity of events.

ount Palikao, Pierre Magne, e la Tour d'Auvergne Jerome David, enri Chevreau, rand Perret,

Jules Brame, Clement Duvernois. igault De Genouilly, Busson Billault.

In the Senate yesterday the Minister of ar said: We have learned through various nofficial channels that Marshal Bazaine failed his recent attempt to free himself from the ostile armies which held him shut up around etz. His efforts were heroic. The King of russia could not help rendering justice to he valor of our soldiers. Marshal McMahon, ter endeavoring to join Bazaine in the direction of the north, was obliged to retire. In

the environs of Sedan there were several days of fighting, with alternations of success and reverse; but we contended against an enemy numerically our superior, and in spite of two most energetic efforts the attempt seems to ave terminated in an unfortunate manner for

Other advices of Prussian origin are still more unfavorable, but do not appear to us worthy of credit in all cases, and the government is not willing to give them the appearance of authenticity by communicating them to the public, and reverses afflict us. It is impossible for us to witness, without deep metion, so much courage and so much devotion rendered unavailing; but this spectacle, far from taking away our energy, augments and redoubles it. Since the present Cabinet came into power

it has drawn from France all that her resources could yield, and they still remain so strong that, with energy and the help of the nation, we may yet have the last word. Let us hope that God will help us and drive the enemy from our soil. Jerome David added to the above by stating that the defences of Paris were in the pest condition, and according to competent judges were capable of resisting all efforts of the enemy. "Let us defend Paris," he said, "on the walls and in the streets, and if it must be, we will bury ourselves under its ruins!"

In the Corps Legislatif a statement of the situation similar to that made in the Senate was given. M. Favre declared: "We are unanimous for defence until death. (Applause.) It is time that complaints should cease, if we wish to repair our disasters." He concluded by attacking the Imperial power and proposing to place extraordinary powers in the hands of General Trochu. Count Palikao and the Chamber protested against it.

HEADQUARTERS OF THE KING OF PRUSSIA, eight miles from Sedan, Sept. 1, evening .-[Special to the New York Tribune.]-After their defeats on August 30 and 31, the French retreated en masse on Sedan and encamped around it. From what I learned from French prisoners, of whom, as you may imagine, there was no lack in our quarter, it seems they fully believed that the road to Mezieres would always be open to them, and therefore, in case of another defeat before Sedan, their retreat would be easily accomplished.

On the evening of Wednesday, from five to eight o'clock, I was at the Crown Prince's

quarters, at Chemery, a village some thirteen | miles from Sedan, to the southwest, on the mainroad. At 5.30 we saw that there was a great movement among the troops encamped all around us, and we thought at first the King was riding through the bivouses, but soon the 37th regiment came pouring through the village, their band playing "Die Wacht am Rhein." As they marched along with swinging stride, I saw at once, by the men's faces, that something extraordinary was going on, and it was soon plain that the troops were in the lightest possible marching order. All their knapsacks were left behind, and they were carrying nothing but cloaks slung around their shoulders, except that one or two bon vican's had retained their camp kettles. But if camp kettles were left behind, cartouche boxes were there, hanging heavily in front of the men's belts, unbalanced, as they should be, by knap-

sacks Soon I learned that the whole Prussian corps, those sent from Prince Frederick Charles' army, the second army and the Crown Prince's, were making a forced march to the left, in the direction of Dauchery and Mezieres, in order to shut in McMalion's army on the west, and so drive them against the Belgian frontier. I learned from officers of the Crown Prince's staff that at the same time while we were watching regiment after regi-ment passed through Chemery and Sarons. The Guards, 80,000 strong, the Prussian right and Prince Albert, of Saxony, were also marching rapidly to close on the doomed French army on the right bank of the Mease, which they had crossed at Remullyon on the 30th, in the direction of La Chapelle, a village of 900 inhabitants, on the road foom Sedan to Bouillon, in Belgium, and the last village before crossing the frontier.

Anything more splendid than the men's marching would be impossible to imagine. I saw men lame in both feet hobbing along in the ranks, kind comrades less foot-sore, carrying their needle gins. Those who were actually incapable of putting one foot before the other had pressed peasants' wagons and actually acceptance into the context. and every available conveyance into the service, and were following in the rear, so as to be ready for the great battle, which all felt sure would come off on the morrow. The Bavarians, who, it is generally believed, do not march so well as they fight, were in the centre between us at Chemery and Sedan, encamped around the woods of La Marce, famous for the great battle in 1611, during the wars of the

League. When I had seen the last regiment dash through. When I had seen the last regiment dash through, for the pace at which they went can really not be called marching, in the ordinary sense, I rode off about a quarter past eight in the evening, for Vendres, where the King's headquarters were, and where I hoped to find house-room for man and beast, especially the latter, as being far more important on the eye of a great battle. When beast, especially the latter, as being far more impor-tant on the eve of a great battle. When I got within about half a mile of Vendres, going at a steady trot, a sharp "halt!" rang out through the clear air. I brought my horse to a standstill, knowing that the Prussian sentries were not to be trifled with, and as I pulled up twenty yards off, I heard the clicks of their locks, as they brought their weapons to the full cock and covered me. My reply being satisfactory. I logged into Vendres. reply being satisfactory. I jogged into Vendres, and my mare and myself soon had forgotten sentinels, forced marches and coming battles, one of

ns on straw and the other on the floor.

At 7 A. M., on September 1, my servant woke me, saying the King's horses were harnessed, and his Majesty would leave in half an hour for the battle-Majesty would leave in half an hour for the datale-field, and as the camounde had already been heard near Sedan, I jumped up, seized a crust of bread, wine, segars, &c., and crammed them into my hoisters, taking my breakfast on the way. Just as I got to my horse, King William drove out in an open carriage with four horses for Chavange, about three and a half miles south of Sedan, and much against my will I was compelled to allow the King's staff to precede me on the read to the scene of ac-

staff to precede me on the road to the scene of action, where I arrived myself soon after nine A. M.

It was impossible to ride fast, all the roads being blocked up with artillery wagens, ambulances, &c. As I rode on to the crest of the hill, which rises sharply about 600 to 700 feet above the little hamlet of Cahvange, nestled in a grove below, a most glorious panorama burst on my view. As General Forsyth, of the United States army, remarked to me later in the day, it would have been marked to me tater in the day, it would have been worth crossing the Atlantic splendid scene, "without a buttle's magnificently stern array," as the lovely valley below us. From the knoll on which I stood with the King and his taif, we could see not only the whole valle Mense, but also, beyond the great woods, the Bots de Loop and Trancheval, into Belgium, and as far as the hilly forest of Neumo on the other side of

the frentier.
Right at our feet lay the little town of Sedan. famous for its fortifications and as the birthplace of Turenne, the great Marshal, and known also as the place where Sedan chairs originated. As we were only about two and a quarter miles from the town we could easily distinguish its principal edifices. On the left was a pretty church, its gothic spire of sandsione offering a conspicuous target for the Prussian guns, had Moltke thought to bombard the four. To the right on the southwest of the church was a large barrack, with the fortifications of the cita-del: behind it and beyond this, to the southeast, again the old chateau of Sedan, with its pictures que round turreted towers of the sixteenth century, very use-less even against the four-pounder Krupp field pic.es. This building, I believe, is now an arsenal. Beyond this was the citadel, the heart of Sedan, on a rising hill, above the Meuse, to the southeast, but

a rising hill, above the Mense, to the southeast, but completely commanded by hills on both sides of the river which runs in tront of the citadel.

The French had flooded the low meadows in the valley before coming to the railway bridge at Bazeille, in order to stop the Germans from advancing on the town in that direction. With their usual stupidity (for one can find no other word for it), the French had failed to mine the bridge at Bazeille, and it was of immense saying to the Bazeille, and it was of immense service to the Prussians throughout the battle. The Prussians actually threw up earthworks on the iron bridge itself to protect it from the French, who more than once attempted early in the day to storm the bridge, hoping to break the Bavarian communication between the right and left banks of the Meuse. This they were unable to do; and although their cannon shot had almost demolished the parapet, the bridge tself was ne ver materially damaged.

On the projecting spurs of a hill crowned by the woods of La Morphee, of which I have already spoken, the Bayarians had posted two batteries of six-pounder rifled breech-loading steel Krupp guns, which kept up the duel until the very end of the day with the stege guns of Sedan across the Meuse. Still further to the right flank, or rather to the east, for our line was a circular one, a crescent at first, with Sedan in the centre, like the star on the Turkish standard, was an undulating plain, above the village of Bazeille, terminating about a mile and a half from Sedan at the woods near Rube-court. Midway, that is to say, in a straight line from Bazeille north, there is a ravine watered by a tiny brook, which was the scene of the most desperate struggic and of the most frightful slaughter of the whole battle. This stream, whose name I have forgotten, if it ever had one, runs right behind the tower of Sedan, from the woods of Fleigruse on the north. Behind the town rises a hill, dotted with cottages and fruit-laden orchards, and

dotted with cottages and fruit-laden orchards, and cowned by the wood of La Gurenne, which runs down to the valley of which I have just spoken.

Between the wood and the town were several French camps, their white shelter tents standing out clear against the dark fruit trees. In these camps one could see throughout the day huge masses of troops, which were never used. Even during the height of the battle, they stood as idle as Fitz John Porter's at the second battle of Bull tun. We imagined that they must be undisciplined as Fitz John Porter's at the second battle of Bull Run. We imagined that they must be undisciplined Gardes Mobile, whom the French general dared not bring out against their enemy. To the Prussian left these French camps, and separated from them by a wooded ravine, was a long bare hill, something like one of the hills on Long Island. This hill, on which was some of the hardest fighting of the day, formed one of the keys of the French army. When once its crests were covered with Prussian artillery the whole town of Sedan was completely at the mercy of the German guns, as they were not artiliery the whole fown of Sedan was completely at the mercy of the German guns, as they were not only above the town, but the town was almost within musket range of them. Still further to the left lay the village of Illy, set on fire early in the day by the French shells.

South of this a broken railway bridge, blown up

South of this a broken railway bridge, blown up-by the French, to protect their right, was a conspi-cuous object. Right, above the railway bridge on the line to Mexieres was the wooded hill, crowded by the new and most hideous "chateau," as he he calls it, of one M. Pave. It was here that the Crown Prince and his staff stood during the day, having a rather more extensive, but loss central view, and therefore less desirable than ours, where stood the King, Bismarck, Von Boon, Moltke, and Generals Sheridan and Forsyth, to say nothing of your correspondent.

Generals Sheridan and Forsyth, to say nothing of your correspondent.

Having thus endeafored to give some faint idea of the scene of what is in all probability the decisive battle of the war, I will next give an account of the position of the different corps at the commencement of the action, premising that all the movements were of the simplest possible nature, the object of the Prussians being merely to close the cresent of troops with which they began into a circle, by effecting a junction between the Saxon corps on their right and the Prussian corps on their left. The junction took place about noon, man the little village of Oliey in the Enzellie raying, belief

Sedan, of which I have already spoken. Once their torrible wall formed and sell suitered together it grew steadily smaller and smaller, until at last the fortifications of Sedan itself were entered.

On the extreme right were the Saxons, one corps d'armed, with King William's guards; also, a corps d'armed, with King William's guards; also, a corps d'armed in reserve behind them. The guards bad suffered terribly at Gravelotte, where they met the Imperial Guard, and the King would not allow them to be again so cruelly decimated. Justice compels me to state that this arrangement was very far, indeed, from being pleasing to the guards themselves, who are ever anxious to be in the forepart of the battle. The guards and Saxons, then about 75,000 strong, were all day on the right bank of the Meuse, between Rubecourt and La Chapelle, at which latter village Prince Albert of Saxony, who was in command of two corps, which have been formed into a little extra army by themselves, passed the night of Thursday.

into a little extra army by themselves, passed the night of Thursday.

The ground from Rubecourt to the Meuse was occupied by the 1st Bavarian corps. The 2d Bavarian corps extended from Bazzille raisway bridge to a point on the high road from Donchery to Sedan, not far from the little village of Torey. Below the hill, on which the Crown Prince was placed, the ground from Torey to Hily, through the large village of Floing, was held by the 1st and 3d Prussian corps, belonging to Prince Frederick Charles, and temporarily attached to the army of the Crown Prince. This was the position of the troops about 9 A. M. on Thursday, and no great salvance took place till later, for the artillery had at first all the work to do. Still further to the left, near Donchery, were 20,000 Wirtembergers, ready to cut off the French from Mez'eres, in case of their making a push for that fortress.

their making a push for that fortress.

The number of Prussian troops engaged is estimated by Moltke at 240,000, and that of the French at 120,000. We know that McMahon had with him on Tuesday 120,000 men, that is four corps, his own that lately commanded by De Failly was under General Le Brun; that of Felix Donay, brother o General Douay killed at Weissemburg, and the 4th corps, principally composed of Gardes Mobile, the name of whose commander has escaped me. McMahon, although wounded, commanded in object on the French side. It is almost needless to say that the real commander-in-chief of the Prassians was Von Moltke, with the Crown Prince and Prince Albert of Saxony, immediately next in command. There were a few stray cannon shots fired, but the real lattic did not begin until six A. M., becoming a sharp artillery fight at nine A. M., when the batteries had got within easy range and the shells began to do serious mischief.

At 11 55 the musketry fire in the valley in the

At 11 55 the musketry fire in the valley in the rear of Sedan, which had opened about 11.25, became exceedingly lively, being one continuous rattle, only broken by the growlings of mitrailleuse, which played with deadly effect on the advancing Saxons and Bavarians. General Sheridan, by whose side I was standing, told me that he did not remember ever to have heard such a well sustained smell arms fire. it made itself heard above the roar of the batteries at our feet.

At noon precisely, the Prussian battery of six guns, on a slope above the broken railway bridge over the Meuse, near La Vallette, had silenced two batteries of French guns at the foot of the bare hills, already mentioned, near the village of Fioing. At 10.12 the infantry, no longer supported by their own artillery, were compelled to retire to Floing, and soon afterwards the junction between the Saxons soon afterwards the junction between the Saxons and Prussians behind Sedan was announced to us by General Von Roon, who was eagerly peeping through a large telescope, as being safely completed. From this moment the result of the battle could no longer be doubtful, and the French were completely surrounded and brought to bay.

At 12.25 we were all astonished to see clouds of retreating French intention on the hills between

retreating French infantry on the hills between Floing and Sedan, a Prussian battery making good practice with percussion shells among the receding ranks. The whole hill for a few minutes was literally covered with Frenchmen running ra-

pidly. Less than half an bour after, at 12 50, General Von Roon called our attention to another French column in full retreat to the right of Sedan, on the road leading from Bazeille to La Gurenne wood. They never halted until they got to a small red roofed house on the outskirts of Sedan itself. Alroofed house on the outskirts of Sedan itself. Almost at the same moment General Sheridan, who was using my opera glass, asked me to look at a third French column running up a broad grass road through La Gurenne wood, immediately above Sedan, doubtless to support the troops defending the important Bazeilles ravine to the northeast of

At one o'clock the French batteries on the edge of the woods toward Torey and above it opened a vigorous fire on the advancing Prussian columns of the 3d corps, whose evident intention it was to of the 3d corps, whose evident intention it was to storm the hill northwest of La Guirenne, and so gain the key of the position on that side. At 1.15 yet another French battery near the woods opened on the Prussian columns, which were compelled to keep shifting their ground until ready for their final rush at the hills, and in order to avoid offering so good a mark to the French shells. Shortly afterso good a mark to the French shells. Shortly afterward we saw the first Prussian skirmishers on the crest of La Gurenne hills, above Torey. They did not seem in strength, and General Sheridan, who was standing behind me, exclaimed: "Ah, the beggars are too weak; they can never hold that position against all those French."

The prophecy soon proved correct, for the French, advancing at least six to one, the Prussians were forced to retreat down the hill to seek reinforcements from the columns which were harrying to

ments from the columns which were harrying t their support. In five minutes they came back again, this time in greater force, but still terribly inferior to those huge French masses. "Good heaveus, the French cuirassiers are going to charge them," exclaimed General Sheridan; and sure enough the whole regiment of cuirassiers, their helmets and breastplates, flashing in the sun, formed in sections of squadrons, and dashed down on the scattered Prussian skirmishers without deigning to form in line. Squares are never used by the Prussian infantry.

They received the cuirassiers with a crushing, quick fire, at about one hundred yards distance, loading and firing with extreme rapidity and unfailing precision into the dense French squadrons. The effect was soon startling. Over went horses and men in numbers in a mass, and the regiments and men in numbers in a mass, and the regiments of proud French cuirassiers went hurriedly back in disorder, faster than they came—went back scarcely a regiment strong, and not at all a regiment in form. Its comely array was suddenly changed into shapeless and helpless crowds of flying men. The moment the cuirassiers turned back, the brave Prussians actually dashed forward in het pursuit at a double quick, the infantry plainly pursuing the slying cavalry. Such a thing has not often been recorded in the annals of war. I know not where an example precisely like this has occurred. There was no more striking episode

After the French infantry saw their cavalry thus falling before the foot soldiers, they in their turn came forward and attacked the Prussians, who waited quietly enduring a rapidly telling fire from the Chassepots until their enemias had drawn with-in one hundred yards from them, and then they returned with the needle gan the rapid lire from the Chassepots, and the French infantry could no more endure the Prussian fire than the cavalry. The infantry fled in its turn, and followed the cavalry to the place from whence they came—that is behind the ridge, some five hundred yards on the way to Sedan, where the Prussian mitrailleuse with their

teasing fire could no longer reach them.

The great object of the Prussians was gained. Since they were not driven from the crest of the hill, they fought to hold against cavalry, the Prussians persuaded themselves that it was possible to establish artillery on this hill. to establish artillery on this hill.
[Note.—No more of this account was received, on account of a break in the land wires.

MARINE TELEGRAPH

И	MARINE IELEGRAPH.
i	For additional Marine News see First Page.
	ALMANAC FOR PHILADELPHIA-THIS DAY.
I	SUN RISES 5:30 MOON SETS 0:5 SUN SETS 6:26 HIGH WATER 10:3
3	PHILADELPHIA BOARD OF TRADE.

CHRIS. J. HOFFMAN, COMMITTER OF THE MONTH.
THOMAS C. HAND, MOVEMENTS OF OCRAN STRAMSHIPS.

1	FOR AMERICA.	
u	Pennsylvania, Havre New York Aug.	23
ı	Monhattan Liverpool New York Ang.	24
H	Italy. Liverpool New York Aug.	24
	C. of London . Liverpool New York Aug.	25
4	Etna Liverpool Boston via H Aug.	27
	Russia, Liverpool New York Aug.	97
	Marathon Liverpool New York Aug.	
	Erin Havre New York Aug.	27
	Lafayette Brest New York Aug.	97
	ParanaLondonNew YorkAug.	27
	Australia Glasgow New York Aug.	27
	FOR EUROPS.	
	C. of Cork. New York. Liverpool via H. Sept.	6
	Britannia New York Glasgow Sept.	7
	Java New York Liverpool Sept.	- 3
	Pennsylvania, New York Liverpool Sept.	7
	Britannia. New York, Glasgow. Sept. Java. New York, Liverpool, Sept. Pennsylvania, New York, Liverpool, Sept. Wisconsin. New York, Liverpool, Sept.	- 1
	C. of Antwerp. New York Liverpool Sept.	8
	Calabria New York Liverpool Sept.	- 5
	Anglia New York Glasgow Sept.	30
	C. of Lordon New York Liverpool Sept.	-10
	COASTWISE, DOMESTIC, ETC. Achilles Philadeighta. New Orleans Sept.	
	Achilles Philadeiphia New Orleans Sept.	
	San Francisco New York Bermuda Sept.	
	Salvor Philadelphia Charleston Sept.	1
	City of Mexico, New York Vera Cruz, etc. Sept.	OM:
	Goo. Wash'ton. New York New Orleans Sept.	. 14
	Tonawanda Philadelphia. Savannab Sept.	14
	J.W. Everman. Philadelphia Charleston Sept.	1
	Mais are forwarded by every steamer in the re-	
	lar lines. The steamers for or from Liverpool call	
	Queenstown, except the Canadian line, which call	i at
	Londonderry. The steamers for or from the Cor	uti-
	nent call at Southampton,	

CLEARED SATURDAY. Steamship Norfolk, Platt, Richmond and Nerfolk, W. P. Clyde & Co.

Steamship Norman, Nickerson, Boston, H. Winsor & Co.
Steamship Voinnteer, Jones, New York, J. P. Ohl.
Steamship Voinnteer, Jones, Georgetown and Alexandria, W.P. Clyde & Co.
Str Bristol, Wallace, New York, W. P. Clyde & Co.
Str W. Whilldin, Riggins, Baltimore, A. Groves, Jr.
Bark John Ellis, Melvin, Cork or Falmouth, for orders, Workman & Co.
Bark J. S. Winslow, Davis, Antwerp, Warren & Green

Gregg.

Br. bark Thomas Swendsen, New York,
Brig Chimborazo, Coombs, Boston,
Br. schr Sybil, Fleming, Barbadoes, Isaac Hough &

Br. schr Syoli, Fleming, Barbados,
Morris.
Schr Whitney Long, Haig, Boston, Weld, Rice & Co.
Schr Cyrus Fossett, Hardee, Roxbury,
Go.
Schr Florence Nowell, Fennimore, Saco,
Go.
Tug Thomas Jefferson, Allen, Baltimore, with a tow
of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a
tow of barges, W. P. Clyde & Co.

ARRIVED SATURDAY.
Steamer G. H. Stout, Ford, from Georgetown and Alexandria, with mise, to W. P. Clyde & Co.
Steamer Bristol, Wallace, 24 hours from New York, with mose, to W. P. Clyde & Co. Steamer Chester, Jones, 24 hours from New York, with mase, to W. P. Clyce & Co.
Steamer Frank, Pierce, 24 hours from New York, with mase, to W. M. Baird & Co. Steamer Sarah, Jones, 24 hours from New York, cith noise, to W. M. Baird & Oo. Steamer Kent Island, Harrison, from Baltimore,

n ballast. Schr Romp, Miller, 4 days from New York, in ballast to Warren & Gregg. Sehr Filen Perkins, Perkins, 5 days from New Schr Filen Perkins, Perkins, 5 days from New York, in ballast to Warren & Gregg.
Schr M C Burnite, Durborow, 1 day fra Camden, Del., with grain to Jas. L. Bewley & Co.
Schr R J. Conner, Terry, 1 day from Magnolia, Del., with grain to Jas L. Bewley & Co.
Schr Jonathan May, Neai, from Boston,
Tug Hudson, Nicholson, from Baltimore, with a low of barges to W. P. Clyde & Co.

Tng G. B. Hutchies, Davis, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED YESTERDAY.

Nor. bark Posiedon, Knudson, 55 days from Liverpeol, with salt to order—vessel to L. Westergaard & Cc.

Br. bark William, Cole, 56 days from Dunkirk, with petroleum bbis, to Souder & Adams.

N. G. bark Wilhelm, Schmidt, 65 days fm London, with moise to C. F. & G. G. Lennig.

Bark Egeria, Starrett, 50 days from Genoa, with marble, rags, etc., to V. A. Sartori & Son.

Fr. bark Agosana, Thom, 37 days from Ivigtut, with kryolite to Pennsylvania Salt Manufacturing Co.—vessel to B. Crawley & Co. Co. vessel to B. Crawley & Co. Bark Carrie Wyman, Cochran, 9 days from Port-

Brik Carrie Warren & Gregg.
Br. bark Ardour, White, 8 days from Boston, in ballast to Workman & Co.
Brig Susan Bergin, Davis, from Cette, July 9, with wine to Walden, Kochn & Co. BELOW.

Bark Dagmar, from London.

Br bark Lalla, from Matanzas, in ballast; Br. brigs
Para, from do., in ballast, and J. Coffill, from Turks
Island, with sait—reported by pilot J. Rutherford.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

New York Office, Sept. 2.—Fifteen barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, Sept. 3.—The following barges leave in tow to-night, eastward:—

William H. Talmage, A. Newcomb, Marry X, Birdhill Boy, Great North, and Clara McWilliams, all with coal, for New York.

The Charles McCaffrey, Enterprise, and Harvest Moon, left last evening in addition to those reported, Philadelphia Branch Office, Sept. 5.—The Sunshine, with coal, for Baltimore; G. W. Loveland, and Ida Virginia, with coal, for New York, will leave to-night.

L. S. C.

MEMORANDA. Ship Maid of Orleans, Housion, from Liverpool for Philadelphia, was spoken 1st inst., 1at. 40, long. 70 29, by a New York pilot boat. Br steamer Anglia, Craig for Glasgow, and Fr. steamer Pereire, Lemaire, for Havre, etc., cleared at New York 3d it st. New York 3d it st
Br. steamer Abyssinia, Harris, from New York
24th ult, at Queenstown 2d inst., and proceeded for

Steamer Siberia, from Liverpool, arrived at Boston yesterday.

Steamers City of Antwerp, from Liverpool, and Britannia, from Glasgow, arrived at New York yesterday.

Steamers George Washington, Gager, and Mississippi, Henry, from New Orleans 27th uit., at New York 3d inst. Yo k 3d inst.

Steamers Western Metropolis, Crowell, and De Soto, Morton, for New Orican; Santiago de Cuba, Limeburner, for Havre; Virginia, Kennedy, for Galveston via Key West; and Cortes, Nelson, for New Oricans, cleared at New York 3d inst,

Steamer Salvor, Asberoft, for Philadelphia, sailed from Charleston 3d inst.

Steamer Tonswanda, Barrett, for Philadelphia, cleared at Savannah 3d inst.

Steamer Empire, Ahern, hence, at Norfolk 1st instant.

Steamer Yazoo, Catharine, hence for New Orleans, was passed 1st inst., 50 miles N. W. of Tortugas. Bilg Fagerheim, from Havana, arrived at Dela-

ware Breakwater 3d inst. Brig Ortolar, Sherman, for Philadelphia, sailed fm Charleston yesterday. Br. brig Charles Henry, Horn, for Philadelphia, cleared at Providence 1st inst.
Brig Herald, Hanson, for Philadelphia, cleared at Charleston 1st inst. Brig Samuel Welsh, Darrah, hence, at Portsmouth

Scar Margaret Lucy, Crosby, for Philadelphia, cl'd at Pensacoia 26th uit.
Schr Ada S. Allen, Owen, for Philadelphia, cleared at St. John, N. B., 1st inst.
Schr William Kennedy, Andrews, for Philadelphia, cleared at Baltimore 2d inst.

Schr Magee, Ramsey, hence, at Richmond 2d inst. MISCELLANY. Steamer Rattlesnake, before reported filled with water at her dock at Charleston, is being slowly dis-charged of her cargo of coal. The water still flows over her decks at high tide, and no efforts will be made to raise her until a portion of her cargo is landed. The steam-pumps keep the water down sufficiently to permit of this operation.

Steamer Cuba, Dukehart, from Baltimore for Havana and New Orleans, was detained below Baltimore bp a slight accident to her machinery; she would proceed on Saturday afternoon. The miniature ship City of Ragusa, from Queenstown for New York, was spoken August 21, lat. 41, long. 66; she was making for Boston; the captain stated he had enough provisions to last for two muchts; all on board were well.

CORDAGE, ETC.

WEAVER & CO., ROPE MANUFACTURERS

SHIP CHANDLERS, No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK

CORDAGE.

Manilla, Sisal and Tarred Cordage At Lowest New York Prices and Freights. EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue. Store, No. 23 M. WATER St. and 22 N DELAWARE Avenue.

SHIPPING.

FOR TEXAS PORTS.—THE STEAM ship ACHILLES will sail for New Orlean Through bills of lading given, in connection with Morgan's Lines from New Orleans to Mobile, Galveston, Indianola, Lavacca, and Brazos, at as low Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company. rates as by any other route.

For further information apply to WM. L. JAMES, General Agent, 8 21 51 No. 120 S. THIRD Street.

FOR NEW YORK, VIA DELAWARE and Haritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through 'a twenty-four hours. FOR NEW YORK, VIA DELAWARK

Through in twenty-four hours. Goods forwarded to any point free of commissions. Freights taken on accommodating terms. WILLIAM M. BAIRD & CO., Agenta, No. 137 South DELAWARD avenue.

SHIPPING.

FOR LIVERPOOL AND QUEENS.

Steamers are appointed to sail as follows:—
City of Cork (via Halifax), Tuesday, Sept. 6, at 1 P. M.
City of Antwerp, Thursday, Sept. 8, at 1 P. M.
City of London, Saturday, Sept. 17, at 19 A. M.
City of Brocklyn, Saturday, Sept. 17, at 19 A. M.
City of Brocklyn, Saturday, Sept. 17, at 19 A. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 36 North river.

RATES OF PASSAGE.

Payable in gold.
Payable in currency.
First Cabib.

\$75 Steerage.
\$30
To London.
\$6 To London.
\$35
To Pars.
\$9 To Paris.
\$35
To Pars.
\$9 To Halifax.
\$15
Passengers also forwarded to Havre, Hamburg,
Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by
persons wishing to send for their friends.
For further information apply at the company's
office.

LOUNG DALE agent. No. 15 Broadway, N. V.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
No. 402 CHESNUT Street, Philadelphia. LORILLARD STEAMSHIP COMPANI

FOR NEW YORK, SAILING EVERY TUESDAY, THURSDAY, ANI SATURDAY,

are now seceiving freight at FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON,

SHIP'S OPTION. INSURANCE ONE-EIGHTH OF ONE PER CENT Extra rates on small packages iron, metals, etc., No receipt or bill of tasling signed for less taan

fifty certs.
NOFICE —On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL. particulars apply to JOHN F. OHI 284 PIER 19 NORTH WHARVES.

THE REGULAR STEAMSHIPS ON THE PHI-LADELPHIA AND CHARLESTON STEAM-SHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West it connection with South Carolina Railroad Company.

ALFRED L. TYLER,

Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON
This line is now composed of the following firstclass Steamships, sailing from PIER 17, below
Spruce street, on FRIDAY of each week at 3

M.:—
ASHLAND, 500 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
EALVOR, 600 tons, Captain Ashcroft.
SEPTEMBER, 1870.

SEPTEMBER, 1870.

J. W. Everman, Friday, Sept. 2.
Salvor, Friday, Sept. 9.
J. W. Everman, Friday, Sept. 16.
Salvor, Friday, Sept. 23.
J. W. Everman, Friday, Sept. 36.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Eates as low as by any other route.

Rates as low as by any other route. Insurance one-half per cent, effected at the office in first-class companies.

No freight received nor bills of lading signed on day of salling. SOUDER & ADAMS, Agents,

Or WILLIAM. P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charles-

PHILADELPHIA AND SOUTHERN
LAR SEMI-MONTHEY LINE TO NEW OR.
LEANS, La.
The ACHILLES will sail for New Orleans direct, on Tuesday, September 6, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on Tuesday, September 6.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavaous, and Brazos and to all points on the Mississippi rives between New Orleans and St. Louis, Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.
The TONAWANDA will sail for Savannah on Saturday, September 10, at 8 A. M.
The WYOMING will sail from Savannah on Saturday, September 10.

TinkOUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. O. The PIONEER will sail for Wilmington on Friday, September 18, at 6 A. M. Returning, will leave Wilmington Wednesday, September — Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points. to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at a low rates as he was a low rates. via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent. No. 120 South THIRD Street.

PHILADELPHIA, RICHMOND,
THROUGH FREIGHT AIR LINE TO THE SOUTH
AND WEST.
INCREASED FACILITIES AND REDUCED RATES
FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY
at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and
THURSDAYS, and NORFOLK TURSDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing
days. AND Bills of Letter Seasons of the Seasons of Seasons o

ransfor.
Steamsbips insure at lowest rates.
Steamsbips insure at lowest rates.
Freight received daily.
State Room accommediations for passengers.
State Room accommediations for passengers.
William P. CLYDE & CO.,
No. 12 S. WHARVES and Pier I N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk.
6 15 NEW EXPRESS LINE TO ALEXAN dria, Georgetown, and Washington, D. C., via Chesapeake and Delaware

Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest. Steamers leave regularly every Saturday at noon rom the first wharf above Market street. Freight received daily.

WILLIAM P. CLYDE & CO.,

No. 14 North and South WHARVES.

HYDE & TYLER, Agents at Georgetown; M
ELDEDDGE & CO., Agents at Alexandria.

FORNEW YOR

via Delaware and Raritan Canal.

EXPRESS STRAMBOAT COMPANY.

The Steam Propellers of the line will comm to adding on the 5th instant, leaving daily as usua THROUGH IN TWENTY-FOUR HOURS. Goods forwarded by all the lines going out of Ne York, North, East, or West, free of commission. Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S, DELAWARE Avenue.

JAMES HAND, Agent, No. 119 WALL Street, New York. DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.— Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and in-

termediaté points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wi arves Maladeiphia. 4 115

HOVER'S Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both fin France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER, 524 tufem No. 280 South SECOND Street, Philada

Corn Exchange Bag Manufactory JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts ROPE AND TWINE, BAGS and BAGGING, for Grain, Figur, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on band, Also, WOOL SACKS.

AMUSEMENTS. (TRAND SUMMER NIGHTS FASTIVA

MÆNNERCHOR, SÆNGERBUND, AND HARMONIE.

ON

WEDNESDAY, SEPTEMBER 77H, 187).

AT WISSAHICKON PARK.

GRAND CONCERT.

FIREWORKS BY PROF, JACKSON,

MASQUERADE PROCESSION.

Tickets, \$1, admitting one gentleman and ladles.

To be had at the following places:

News Stand, Continental Hotel.

H. Nuss, No. 239 North Eighth street.

Lee & Walker's Music Store, No. 1413 Chesnu street.

Lee & Walker's Music Store.

A. Walton, No 912 Market street.

Lee & Walker's Music Store.

A. Walton, No 212 Market street.
Girard House News Stand.

A. Proskauer, No. 232 South Third street.
Ladner's Military Hail, No. 522 North Third street.

T. Baltz's Lee Cream Saloon, 1326 Girard avenue.
Office of the Demokrat, No. 614 Chesnut street.
Office of the Demokrat, No. 614 Chesnut street.
Office of the Preie Press, No. 418 North Fourth st.
Office of the Abend Post, No. 465 North Third st.
Joseph Hess, No. 1607 N. Second street.
L. Herbert, Fourth and Race streets.
F. Fleischmann, No. 502 Arch street.
John Misch, Wissahlekon Park, from the members of the Societies, and at the gates.

8 27 1015

of the Societies, and at the gates. NEW ELEVENTH STREET OPERATHOUSE,

THE-FAMILY RESORT. Established in 1862.
CARNCROSS & DIXEY'S
MINSTRELS,
The Great Star Troune of the World.
OPEN FOR THE SEASON.

Presenting to the public the
FINEST TROUPE OF ARTISTS IN EXISTENCE.
Box office open from 10 to 1 o'clock.
Sents can be secured after 1 o'clock at Carneross &
Co.'s Music Store, No. 6 North Eighth street.
R. F. SIMPSON, Treasurer.
J. L. CARNCROSS, Manager. 8 22 U WALNUT STREET THEATRE.
MONDAY NIGHT, Sept. 5,
First night of the cminent artist,
MR. EDWIN FORREST.

who will appear in Bulwer's historical play, in 5 sets,

A RCH STREET OPERA HOUSE,
ARCH STREET OPERA HOUSE,
ARCH Street, above Tenth.
THE PALACE OF MINSTRELSY.
SIMMONS & SLOCUM'S
MINSTRELS,
THE CHAMPION TROUPE OF AMERICA,
OPEN FOR THE SEASON,
With the best Minstrel Organization in the world.
Box office open from 9 A. M. until 4 P. M. for the
sale of reserved seats.
95 61

THE WORLD'S AMUSEMENT.

Every Evening and Saturday Matinee.

THE WONDERFUL BLONDES
in the New Can-Can.

IMMENSE BALLET TROUPE,
GREAT ETHIOPIAN COMPANY.

Ballets—Burlesque Songs, Dances,—Local
Sketches, Negro Acts, &c.
NOTICE:
Theatre does not advertise in the "Failastel-

phia Sunday Times," on account of its small circuation. RACES.

This Theatre does not advertise in the "Philadel-

PHILADELPHIA RACES AT POINT BRESZE PARK, on September 6, 7, 8, and 9, 1870. Best horses in the country. First day, twenty-two horses.

Second day, fourteen horses. Third day, thirteen horses. Fourth day, sixteen horses. See bills and programmes. Admission, \$1. 9 5 55

DOINT BREEZE RACES.

N. FINELLI, of No. 29 S. SEVENTH Street, begs leave to inform his friends and the public in general that he has taken the Restaurant at the Point Breeze Park during the coming week. Special Dining-Rooms for Ladies and Gentlemen up stairs. pagnes, Wines, Liquors, etc., and the dining-rooms with the delicacies in season.

RAILROAD LINES.

1870. FOR NEW YORK-THE CAMPEN ton Railroad Companies' lines from Philadelphia and Trento New York and Way Places.

to New York and Way Places.

PHOM WALNUT STREET WHARF.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, sed at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILECAD.

At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6 30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for Trenton.

Trenton.
At 6-30, 8, and 10 A. M., 12 M., 2, 3-30, 5, 6, 8, and 11-30 P. M. for Rordentown, Florence, Burlington, Beverly, Pelanco, and Riverton.
At 6-30 and 10 A. M., 12 M., 3-30, 6, 6, 8, and 11-30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6-30 and 10 A. M., 12 M., 5, 6, 8, and 11-30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street

Ferry (upper side).

IRON RENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. At 7:30 A. M., 2:30, and 5 F. M. for Morrisvil and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M., 6:
Schenck's Eddington, Cornwells, Torresdale, an Holmesburg Junction. At 7 A. M., 12-30, 5-15, and 7-30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10 48 A. M., 12 30, 2 30, 5 15, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and

Frankford.

PROM WEST PHILADELPHIA DEPOT,

Via Connecting Railroad.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New

York Express Lines, and at 11:30 P. M., Emigran
Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for

Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown,
Schenck's, Eddington, Cornwells, Torresdale,
Holmesburg Junction, Tacony, Wissineming,
Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run
daily. All others Sundays excepted.

Sunday Lines leave at 9:30 A. M., 6:46 P. M., and
13 night. BELVIDERE DELAWARE RAILROAD LINES.

BELVIDERE DELAWARE RAILROAD LINES, FROM EENSINGTON DEPOT.

At 7-80 A. M. for Niagara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easten, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 6 P. M. for Lambertville and Intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND CAMBEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN HALL

PEMBERTON AND HIGHTSFOWN RAIL-ROADS.

PROM MARKET STREET PERRY (UPPER SIDE).

The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford. At 7 and 9 A. M., 1, 8 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Hirmingham, and Pemberten. At 7 and 10 A. M., 1 and 3 30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hor-

nerstown.
At 7 A. M., 1 and 3-30 P. M. for Cream Ridge, Im-laystewn, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent. THE PHILADELPHIA AND BALTIMORE CEN-TRAL RAILROAD, CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will

On and after MONDAY, April 4, 1870, trains will run as follows:

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue

For PORT DEPOSIT at 7 A. M., and 4 30 P. M.

For OXFORD, at 7 A. M., 4 30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 5 30 P. M., 4 30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. W. and 4 30 P. M., leaving Oxford at 6 65 A. M., and leaving Port Deposit at 9 25 A. M., connect at Chadd's Ford Junglich With WILMINGTON & READING R. E. 4 8